Contents

HQ News

Deputy Administrator Recognizes Improvements at New York TRACON
(Source: FAA Employees Web Site)

Deputy Administrator Sturgell delivered a statement today about improvements at the New York TRACON, along with Bruce Johnson, VP Terminal Operations for the Air Traffic Organization and Jeffrey Clark, Manager of the New York TRACON. Sturgell cited the tremendous work that has been done in the last several months to decrease operational errors and reduce the cost of doing business at the facility.

The complete statement can be found at:
http://www.faa.gov/libray/reports/NY_TRACON

Northwest Becomes 1st Airline To Access FAA's Integrated Weather System
(Source: Jackie Hill & Tom Jenkins)

On Friday, January 20, 2006, Northwest Airlines became the first, authorized user of the Integrated Terminal Weather System (ITWS) External User 2 website. This caps several months of working closely with Terminal's ITWS program team at Federal Aviation Administration (FAA) headquarters and the supporting technical staff at the Volpe National Transportation Safety Center in Cambridge, Massachusetts.

The distribution of integrated weather data to external users is centralized from the Cambridge site. Granting website access to certain ITWS information was prompted by concerted requests from the airlines. The data is intended to support airline users in daily air traffic management planning to promote aviation safety and efficiency, specifically at the managed airports where ITWS products are or may become available, and allows them to develop applications that are specific to their needs. Other non-FAA users may benefit as well.

Number 16 for ASR-11 Program
(Source: Jennifer Lagana)

The Airport Surveillance Radar, Model 11 (ASR-11) program reached another significant milestone this week. On January 24, 2006, the ASR-11 system was commissioned at Merced, CA (MCE). This achievement was the result of tremendous collaboration from all team members and organizations involved. This marks the 16th system commissioned to date!

The ASR-11 is replacing aging ASR-7/8 and ATCBI-4/5 radar systems. The ASR-11 is designed to provide terminal radar service with analog and digital automation interface capability. The ASR-11 offers air traffic controllers improved weather detection, thus increasing situational awareness.

CTSA News

Error-Free Milestones

Lone Star Hub's Abilene (ABI) ATCT has achieved five years error-free! Congratulations to Randy Moore, ATM and everyone there!

Gateway Hub's Springfield, IL (SPI) ATCT announced that last month they were one-year error free. Congratulations to Duane Fant, ATM and crew!

Topeka FCT (TOP) Facility Manager, John Alspach Jr. reports having passed one million error-free operations. Through December 31, 2005, TOP had 1,071,011 error-free operations; and through December 31, 2004, they had 1,004,462 error-free operations. Congratulations, John and everyone at TOP for that outstanding record!

New Tower Construction at ABQ

Lone Star Hub's Albuquerque (ABQ) ATCT reports that the ground-breaking ceremony for Double Eagle II (AEG) tower took place on January 6, 200, and is scheduled to be operational by January 2007. Vern Rayburn from Eclipse Aviation was in attendance along with political dignitaries. Mr. Rayburn said that they will be hiring 550 people this coming year at

Eclipse and believes that within the next ten years you won't recognize the west side of town because of all the growth that will be spun off from the aviation growth. Rick Henson, AATM at ABQ, says this growth will have a big impact on ABQ tower in the very near future.

FAA Employees Mentor Local High School
(Source: Irv Aslakson)

Eight FAA employees from 5 of our facilities have committed to participate in the Minnesota FAA Adopt-A-School Program after completing mentor training on January 17. They will mentor students at Washburn High School in Minneapolis, a Magnet School for Aviation Students. The program is in its 15th year and the FAA commitment has never wavered.

The mentors will spend six months with the students on a weekly basis. More than a thousand students have been involved in the program since its inception. Classes range from Air Traffic Control, aerospace engineering, pilot training, to aircraft restoration. The program is sponsored by the FAA Minnesota Aviation Education Recruitment Opportunities (AERO) Committee.

WTSA News

Seattle Supervisor Donates Bone Marrow
(Source: Kathryn Vernon, Seattle Hub Manager)

A good news item here in Seattle - we have a supervisor who became a bone marrow donor for a complete stranger. She had been on the bone marrow donor registry for ten years and received a call in December for her services. The donation was completed last Thursday and the doctors are very hopeful it will work. She is on standby in the event a second donation is necessary. This is a completely selfless act and reflects the spirit of compassion and caring that can be found throughout the FAA.

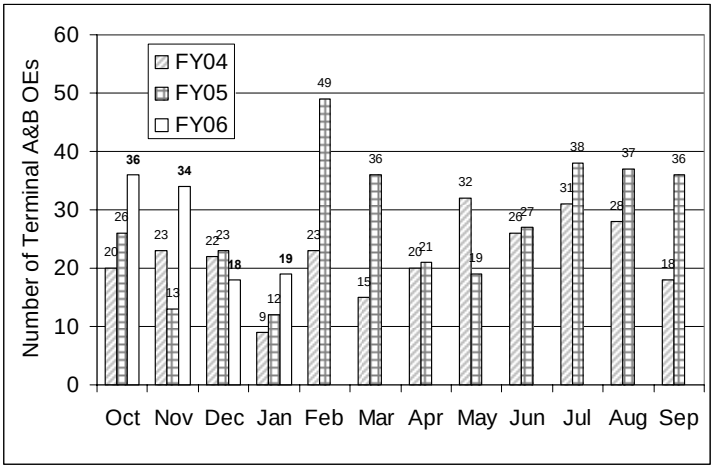
The employee cannot be identified by name without permission from the bone marrow registry. This is to prevent inadvertent notification to the recipient. All donations from strangers are anonymous. After a year has passed, the recipient and the donor are given the option of meeting one another.

Operational Errors (OEs)

Safety of the operation is always our highest priority. Operational errors/operational deviations are one measure by which the safety of the operation is evaluated.

	Category A & B	All Categories	Ceiling FY06
Terminal OEs Reported 01/20-01/26	7	18	
Terminal OEs for January	19	43	
Terminal OEs for December	18	56	
Terminal OEs FY06 to Date	108	242	
Total Terminal Cat A/B OEs	108		338
Total System Cat A/B OEs	186		680

(As of 01/26/06)



(As of 01/26/06)

For this reporting period (01/20/06 – 01/26/06), there were 18 overall operational errors reported. There were 7 category B errors relating to the following factors:

1. **One category B error at RIC due to misapplication of visual separation procedures**

2. **One category B error at PCT due to altitude assignment readback/hearback error**
3. **One category B error at I90 due to failure to coordinate departure heading**
4. **One category B error at ATL due to departure waypoint readback/hearback error**
5. **One category B error at LAX due to failure to follow departure heading procedures**
6. **One category B error at PCT due to failure to follow wake turbulence separation procedure**
7. **One category B error at S56 due to issuing a different altitude than intended**

YTD Terminal Cat A/B OEs by Service Area

Central Terminal		
Category	A	2
Category	B	23
Total OEs for	Central Terminal	25
Eastern Terminal		
Category	A	6
Category	B	54
Total OEs for	Eastern Terminal	60
Western Terminal		
Category	A	1
Category	B	22
Total OEs for	Western Terminal	23
Total YTD Terminal Cat A/B OE		108

YTD Terminal OEs by Service Area

Central Terminal		
Category	A	2
Category	B	23
Category	C	23
Category	D	15
Category	UNCL	17
Total OEs for	Central Terminal	80
Eastern Terminal		
Category	A	6
Category	B	54
Category	C	18
Category	D	14
Category	UNCL	21
Total OEs for	Eastern Terminal	113
Western Terminal		
Category	A	1
Category	B	22
Category	C	6
Category	D	6
Category	UNCL	14
Total OEs for	Western Terminal	49
Total YTD Terminal OEs		242

ATO-T Quality Assurance
Operational Error Summary and Category A/B Metrics
10/1/2005 - 1/26/2006

TERMINAL OPERATIONAL ERRORS:

Service Unit	Total OEs	Category				
		A	B	C	D	UNCL
Central	80	2	23	23	15	17
Eastern	113	6	54	18	14	21
Western	49	1	22	6	6	14
Total	242	9	99	47	35	52

Time on Position

1-9 min	10-19 min	20-29 min	30-39 min	40-49 min	50-59 min	60 or more
34	30	24	29	26	29	67

Number of Aircraft in Sector

1 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	> 13
34	88	71	35	7	1	0

OEs with positions combined	75
OEs with OJT in progress	19
With previous errors	70

Terminal Operational Error Summary
As of
1/26/2006

Number of days into FY..... 118

Percent of FY elapsed..... 32%

	Total OEs FY-06	Total OEs FY-05	FY06 % change	Total OEs 2 yr avg YTD	FY06 Cat A/B	FY05 Cat A/B	FY06 % change	Cat A/B 2yr avg YTD	FY06 Cat A/B target	FY06 Cat A/B YTD Pacing	FY06 A/B Variance
Central Terminal	80	51	56.9%	44.5	25	22	13.6%	23	99	27	-7.4%
Eastern Terminal	113	70	61.4%	63.5	60	40	50.0%	37	135	37	62.2%
Western Terminal	49	48	2.1%	39.5	23	16	43.8%	15	99	27	-14.8%
TOTAL	242	169	43.2%	147.5	108	78	38.5%	75	333	91	18.7%

Terminal OEs by Critical Point
Between
10/1/2005 and 1/26/2006

45	OEs for	Awareness not maintained
	Percent of total errors	18.6 %
1	OEs for	Failure to issue control instruction
	Percent of total errors	0.4 %
12	OEs for	Failure to see traffic
	Percent of total errors	5.0 %
5	OEs for	Failure to separate overtaking traffic
	Percent of total errors	2.1 %
19	OEs for	Inadequate judgement
	Percent of total errors	7.9 %
40	OEs for	Inadequate radar vectors
	Percent of total errors	16.5 %
12	OEs for	Incomplete coordination
	Percent of total errors	5.0 %
4	OEs for	Issued control instruction to wrong A/C
	Percent of total errors	1.7 %
8	OEs for	Issued different altitude than intended
	Percent of total errors	3.3 %
2	OEs for	Issued wrong direction turn
	Percent of total errors	0.8 %
17	OEs for	Lack of speed control
	Percent of total errors	7.0 %
11	OEs for	Lacked positive control in climb/descent
	Percent of total errors	4.5 %
1	OEs for	Misapplication of LOA
	Percent of total errors	0.4 %
37	OEs for	Misapplication of procedure
	Percent of total errors	15.3 %
27	OEs for	Readback/hearback
	Percent of total errors	11.2 %
1	OEs for	Unrecognized converging routes
	Percent of total errors	0.4 %

Total OEs..... 242

Terminal OEs by Time on Position
Between
10/1/2005 and 1/26/2006

Minutes on position	Number of OEs	
1 - 9	31	12.81%
10 - 19	30	12.40%
20 - 29	24	9.92%
30 - 39	29	11.98%
40 - 49	26	10.74%
50 - 59	29	11.98%
60 - 69	35	14.46%
70 - 79	12	4.96%
80 - 89	9	3.72%
90 - 99	4	1.65%
100 - 109	4	1.65%
110 - 119	0	0.00%
120 - 129	1	0.41%
> 130	2	0.83%
Unknown	3	1.24%
Total OEs	**242**	

Terminal OEs While Conducting OJT
between
10/1/2005 and 1/26/2006

Central Terminal

C90	2
D10	4
FSM	1
I90	1
ICT	2

10 errors out of 80 total errors for Central Terminal 12.5 % of total

Eastern Terminal

EWR	1
GSO	1
HPN	4
MEM	1

7 errors out of 113 total errors for Eastern Terminal 6.2 % of total

Western Terminal

BET	1
NCT	1

2 errors out of 49 total errors for Western Terminal 4.1 % of total

19 errors out of 242 total terminal errors 7.9 % of total

System-wide YTD OEs by Service Area

Central Enroute		
Category A	1	
Category B	32	
Category C	10	
Category D	16	
Category UNCL	2	
Total OEs for Central Enroute		61
Eastern Enroute		
Category A	5	
Category B	35	
Category C	13	
Category D	36	
Category UNCL	6	
Total OEs for Eastern Enroute		95
Western Enroute		
Category B	5	
Category C	6	
Category D	7	
Category UNCL	5	
Total OEs for Western Enroute		23
Central Terminal		
Category A	2	
Category B	23	
Category C	23	
Category D	15	
Category UNCL	17	
Total OEs for Central Terminal		80
Eastern Terminal		
Category A	6	
Category B	54	
Category C	18	
Category D	14	
Category UNCL	21	
Total OEs for Eastern Terminal		113
Western Terminal		
Category A	1	
Category B	22	
Category C	6	
Category D	6	
Category UNCL	14	
Total OEs for Western Terminal		49
Total YTD OEs		421

System-wide YTD OEs by Service Area

Central Enroute		
Category A	1	
Category B	32	
Category C	10	
Category D	16	
Category UNCL	2	
Total OEs for Central Enroute		61
Eastern Enroute		
Category A	5	
Category B	35	
Category C	13	
Category D	36	
Category UNCL	6	
Total OEs for Eastern Enroute		95
Western Enroute		
Category B	5	
Category C	6	
Category D	7	
Category UNCL	5	
Total OEs for Western Enroute		23
Central Terminal		
Category A	2	
Category B	23	
Category C	23	
Category D	15	
Category UNCL	17	
Total OEs for Central Terminal		80
Eastern Terminal		
Category A	6	
Category B	54	
Category C	18	
Category D	14	
Category UNCL	21	
Total OEs for Eastern Terminal		113
Western Terminal		
Category A	1	
Category B	22	
Category C	6	
Category D	6	
Category UNCL	14	
Total OEs for Western Terminal		49
Total YTD OEs		421

Focus: Model Workplace

Trusting Peers, Sharing Goals and Integrating Work
(Source: Viscount Thurston)

In a quiet corner of Terminal Services a new way of doing business has been catching on. It started when the HQ managers of ATC surveillance programs intentionally set about building trust on their team. In the process they agreed to share goals in their performance management plans. This means that, beyond their individual program areas, they are taking joint responsibility for the successful acquisition and deployment of *all* F&E programs in the surveillance shop of NAS Program Operations.

That's good, but it gets better. At the end of 2005 these managers got together with their counterparts in Tech Ops, including 1st-level engineering and what we used to call Regional Assistant Program Managers (RAPMS). In this gathering, participants used the Appreciative Inquiry process to identify mutuality of purpose and shared objectives.

At one point, a headquarters manager challenged his field counterparts to share the same goals his colleagues in DC had already signed up for together, and – wouldn't you know? – they accepted the challenge! This manager later told me: "We bridged four silos at once in that conversation."

In a few weeks it will be my privilege to facilitate the same process at a meeting that expands the group to include project leads at the next level down in these respective organizations. With this move, we are really getting down into the bowels of the organization where the work gets done. With this kind of cooperation we may be seeing results undreamed of when we were "doing our own thing" in the old silos.

I noted a few weeks back that I was impressed with the new ways the Executive Council is sharing goals and being accountable for ATO success across the board. This more recent development is just the kind of grass roots integration of functions the ATO wants to foster throughout the ranks. May it prosper and spread!

THE END
Ω